

## Melbourne Branch

The Log  
The Monthly Newsletter of the Melbourne Branch of  
The Company of Master Mariners of Australia Limited

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**NEXT MEETING 27th November 2019**

**End of Year Break Up**

**Speaker David Goodwin**

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## From the Branch Master

On the 23<sup>rd</sup> October I attended the Inaugural Annual General Meeting of the Melbourne Maritime Heritage Network (MMHN). This organisation led by Melbourne City Counsellor Dr. Jackie Watts, is an umbrella organisation bringing together stakeholders representing Marine, Maritime Heritage, Tourism, Corporate and Community sectors with the aim of fostering greater recognition and knowledge of Melbourne's maritime heritage and the maritime industry sector.

MMHN has on its agenda:

A single responsible authority for all maritime matters.

A Docklands Maritime Museum

A maritime specialist skills institute.

A maritime services depot close to the CBD

A maritime trail from Birrarung Marr through to the Bolte Bridge.

These are very ambitious aims but MMHN has a board of directors and a series of specialist interest groups who believe these aims can be achieved.

Since that meeting Ross Brewer, the Director responsible for the marine commerce and industry sector, has contacted me to discuss whether there is a role for COMMA and I understand that the historic vessels section has also been active.

We acknowledge that there have been unsuccessful attempts in the past to set up a maritime heritage organisation but we have decided to support this group by becoming a Corporate (not for profit) member which only costs \$50 per year and will keep us in the loop and increase our exposure in the maritime sector.

*Capt. Ian French*



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## From the Branch Master Contd.

Two days after the MMHN meeting a small group of our members attended the 3<sup>rd</sup> Victorian Maritime Industry Annual Social Event organized by the Royal Institute of Naval Architects. The event was held at the Common Man Bar and Restaurant at South Wharf and was aimed at getting people from all sections of the maritime industry together in a social atmosphere with the hope that it would lead to greater understanding and cooperation between the various sectors. Unfortunately the event was not as well attended as the previous year. A number of reasons have been suggested for this but it may just be that it is becoming increasingly difficult to get people to attend social functions.

This is the reason we have decided not to hold a Christmas Party this year. Organizing a party requires a lot of time and work by the Court and it is not worth it when the number of members who attend is about half of what we get at a normal monthly meeting. Last year we had 30 people attend the party at the Melbourne City Bowls Club but 2/3 of them were wives or guests from other organizations. This year our November Meeting will be a normal meeting with a speaker but we will have a special menu and a few other party activities.

Congratulations to Nigel Porteous for getting a Highly Commended in the Seafarers Welfare Section of the Australian Maritime and Shipping Industry Awards.

This will be the last edition of the LOG for this year so I will take the opportunity to wish you all

## Merry Christmas and a Happy New Year.



## The Future of COMMA

It is well known that the membership of COMMA is in decline and that the age of the membership is increasing. Total membership is just under 400 and Melbourne's just under 100. Western Australia which is the largest branch is also losing members.

In response to this the WA Branch Master Zubin Bhada produced a presentation that could be used by the WA Branch for recruiting purposes. His presentation focuses on the activities of the WA Branch which are not typical of most other branches.

Using Zubin's presentation as a guide Francis Castellino has developed a product specific to Melbourne Branch. It is in the form of a power point presentation but section can be taken out to form promotional material.

The presentation was shown at the October meeting and the issues raised were discussed by the members. Amongst those matters were:

Is it time to review the objectives of COMMA and this means resolving whether we are a professional or social organisation. It was pointed out that most of the members who attend our meetings have been retired for so long that their experience is no longer relevant to modern ships. For the same reason our meetings offer little to those wanting to network. To retain our relevance within the shipping community we must attract younger members who are still employed in the industry.

The question of how to attract new members was discussed at length. One suggestion was that we should employ a public relations firm to promote us. This would need to be done at Federal level and would be quite expensive. Currently we don't advertise for members but perhaps we should rather than waiting for them to find us. The AMOU magazine was suggested as a suitable place to advertise.

Use could be made of Social Media. It is the modern means of communication but someone would have to run it.



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## The Future of COMMA Contd.



COMMA does have a website but the Melbourne pages are well out of date and in some cases blank. Is the \$150 Application Fee a disincentive to membership? We should be doing everything to encourage people to join. There is no financial need for an application fee. The question of membership qualifications needs to be debated and resolved. Do those who hold the lower grades of Masters Certificates qualify to be called Master Mariners? Should we be doing more to attract Associate Members and should COMMA be open to corporate membership like OSSA and MMHN. The final area discussed was branch activities. It is becoming increasingly difficult to find speakers which is an essential part of our meetings. More input from the members is required. Joint meeting and good relations with other industry groups allow us to participate in activities that require larger numbers.

While the Mail Exchange Hotel has served us well some members feel that a more upmarket meeting place is required. We are currently holding discussions with the Danish Club but it seems unlikely they will be able to meet our requirements.

While the meeting did not produce a lot of answers it did show the areas of concern and identified issues that will be submitted to the Federal Secretary for discussion at the Federal AGM in April.

Our thanks to Francis for his work in producing the presentation and for acting as moderator during the discussion that followed.

*Old sailors sit and chew the fat about things that used to be.  
Of the things they've seen, the places they've been, when they ventured out to sea  
They remember friends from long ago, the times they had back then,  
The money they spent, the beer they drank in their days as sailing men*

Charles Noble

## RSV “NUYINA”



The subject of RINA's November technical presentation was Australia's new icebreaker RSV "NUYINA" which is under construction at the Damen shipyard in Galati Romania.

The presentation was given by Clive Evans from the Australian Antarctic Divisions NUYINA project team.

The Polar Class 3 vessel has a gross tonnage of 20,200 and a length of 160 metres and a beam of 25.6 metres.

It will have a crew of 32 and accommodation for up to 117 scientific and expedition staff.

The Name NUYINA means Southern Lights in the Tasmanian Aboriginal language.

Planning for a new ship started nearly 10 years ago. The Aurora Australis which is now 30 years old needed to be replaced and to fulfill the AAD's requirements a much larger vessel would be required.

Australia has three Antarctic bases but Aurora Australis only had the capacity to resupply one base on each voyage south. This meant it had little time available for scientific research unlike its much larger replacement which will be able to service all three stations each voyage.

"NUYINA" is fitted with equipment and instruments to study the atmosphere, the sea and the seabed. Another novel feature is a wet well sampling system which will be used to study jelly fish and other marine creatures. The fit out includes laboratories and the equipment the scientists need to carry out their work.

Accommodation for the scientists and expedition staff is in two berth cabins and the ship has a well equipped hospital.



## RSV “NUYINA”



The contract to build NUYINA was signed in 2016 and construction started in August 2017. Sea trials will commence in the Black Sea early next year and they will be followed by operational trials in the Antarctic.

Nuyina is a very sophisticated ship with some unusual features including the propulsion system of two diesel hybrid propulsion trains consisting of a marine diesel driving a controllable pitch propeller in direct diesel mode. Each shaft also has a motor/generator which is used for ocean passages. The direct drive diesel is used when ice breaking.



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